

APPLICATION FOR FINANCIAL ASSISTANCE

NOTE: Applicant should consult the "Instructions for Completion of Project Application" for assistance in the proper completion of this form.

APPLICANT NAME Delhi Township Trustees
STREET 934 Neeb Road
CITY/ZIP Cincinnati, OH 45233

PROJECT NAME FAYSEL DRIVE RECONSTRUCTION
PROJECT TYPE _____
TOTAL COST \$ 204,910.00

DISTRICT NUMBER 2
COUNTY HAMILTON

PROJECT LOCATION ZIP CODE 45233

This section to be completed by District Committee ONLY:

DISTRICT FUNDING RECOMMENDATION

AMOUNT OF REQUEST: \$ 158,110.00

FUNDING SOURCE (Check Only One):

☒ State Issue 2 District Allocation
☐ State Issue 2 Small Government Funds
☐ State Issue 2 Emergency Funds
☐ Local Transportation Improvement Program

This section to be completed by OPWC ONLY:

OPWC PROJECT NUMBER: _____

OPWC FUNDING AMOUNT: \$ _____

1.0 APPLICANT INFORMATION

1.1 CONTACT PERSON TITLE STREET

Robert W. Bass

Highway Superintendent

934 Neeb Road

CITY/ZIP
PHONE
FAX

Cincinnati, Ohio 45233

(513) 922 - 3111

(513) 922 - 9315

1.2 CHIEF EXECUTIVE OFFICER TITLE STREET

Carol A. Espelage

President - Board of Trustees

934 Neeb Road

CITY/ZIP
PHONE
FAX

Cincinnati, Ohio 45233

(513) 922 - 3111

(513) 922 - 9315

1.3 CHIEF FINANCIAL OFFICER TITLE STREET

Robert A. Bedinghaus

Township Clerk

934 Neeb Road

CITY/ZIP
PHONE
FAX

Cincinnati, Ohio 45233

(513) 922 - 3111

(513) 922 - 9315

1.4 PROJECT MGR TITLE STREET

Robert W. Bass

Highway Superintendent

934 Neeb Road

CITY/ZIP
PHONE
FAX

Cincinnati, Ohio 45233

(513) 922 - 3111

(513) 922 - 9315

1.5 DISTRICT LIAISON TITLE STREET

William Brayshaw

Deputy-County Engineer

700 County Administration Building

138 East Court Street

CITY/ZIP
PHONE
FAX

Cincinnati, Ohio 45202

(513) 632 - 8523

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2.0 PROJECT SCHEDULE

	ESTIMATED START DATE	ESTIMATED COMPLETE DATE
2.1 ENGR. DESIGN	<u>2</u> / <u>1</u> / <u>90</u>	<u>3</u> / <u>15</u> / <u>90</u>
2.2 BID PROCESS	<u>3</u> / <u>30</u> / <u>90</u>	<u>4</u> / <u>15</u> / <u>90</u>
2.3 CONSTRUCTION	<u>5</u> / <u>1</u> / <u>90</u>	<u>8</u> / <u>1</u> / <u>90</u>

3.0 PROJECT INFORMATION

3.1 PROJECT NAME: FAYSEL DRIVE RECONSTRUCTION

3.2 BRIEF PROJECT DESCRIPTION

A. SPECIFIC LOCATION: Central portion of Delhi Township from Neeb Road west for approximately 1200 feet. Township population is approximately 30,000. ADT = 1182

B. PROJECT COMPONENTS: Complete reconstruction of Faysel Drive including full depth pavement replacement at 10 inch thickness, new concrete vertical curbs and subgrade replacement and compaction

C. PHYSICAL DIMENSIONS/CHARACTERISTICS: Faysel Drive is a variable width street which averages 22 feet. Approximate length of project is 1200 feet. It is 40-49 years old with berm and ditch drainage. Ditches are filled and nonfunctional. Road surface is severely weathered and pitted. Faysel Drive is one of two entrances into a subdivision with residences.

D. DESIGN SERVICE CAPACITY: Design is for maximum service due to intensive work on the drainage system. Concrete curbs will be Class "C" for strength and efficiency.

3.3 REQUIRED SUPPORTING DOCUMENTATION

Attach Pages.

4.0 PROJECT FINANCIAL INFORMATION

4.1 PROJECT ESTIMATED COSTS (Round to Nearest Dollar):

a)	Project Engineering Costs:	
	1. Preliminary Engineering	\$ 5,000.00
	2. Final Design	\$ 15,000.00
	3. Construction Supervision	\$ 9,100.00
b)	Acquisition Expenses	
	1. Land	\$
	2. Right-of-Way	\$
c)	Construction Costs	\$ 155,810.00
d)	Equipment Costs	\$
e)	Other Direct Expenses	\$
f)	Contingencies	\$ 20,000.00
g)	TOTAL ESTIMATED COSTS	\$ 204,910.00

4.2 **TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT** \$ 204,910.00

4.3 **TOTAL PORTION OF PROJECT NEW/EXPANSION** \$

4.4 PROJECT FINANCIAL RESOURCES (Round to Nearest Dollar and Percent)

	Dollars	%
a)	Local In-Kind Contributions	\$
b)	Local Public Revenues	\$ 46,800.00 23
c)	Local Private Revenues	\$
d)	Other Public Revenues	
	1. State of Ohio	\$
	2. Federal Programs	\$
e) --	OPWC Funds	\$ 158,110.00 77
f)	TOTAL FINANCIAL RESOURCES	\$ 204,910.00 100

4.5 STATUS OF FUNDS

Attach Documentation.

4.6 PREPAID ITEMS

Attach Page.

5.0 APPLICANT CERTIFICATION

The Applicant Certifies That:

As the official representative of the Applicant, the undersigned certifies: that he/she is legally empowered to represent the applicant in both requesting and accepting financial assistance as provided under Chapter 164 of the Ohio Revised Code; that to the best of his/her knowledge and belief, all representations that are a part of this application are true and correct; that all official documents and commitments of the applicant that are a part of this application have been duly authorized by the governing body of the Applicant; and, should the requested financial assistance be provided, that in the execution of this project, the Applicant will comply with all assurances required by Ohio law, including those involving minority business utilization, equal employment opportunity, Buy Ohio, and prevailing wages.

Carol A. Espelage, President, Delhi Township Trustees

Certifying Representative (Type Name and Title)

Carol A. Espelage 10-25-89
Signature/Date Signed

Applicant shall circle the appropriate response to the statements.
In my project application, I have included the following:

- | | | |
|--------------------------------------|---|--|
| <input checked="" type="radio"/> YES | NO | Two-year Maintenance of Local Effort Report as required in 164-1-12 of the Ohio Administrative Code. |
| <input checked="" type="radio"/> YES | NO | A registered professional engineer's estimate of useful life as required in 164-1-13 of the Ohio Administrative Code. |
| <input checked="" type="radio"/> YES | NO | A registered professional engineer's estimate of cost as required in 164-1-14 and 164-1-16 of the Ohio Administrative Code. |
| <input checked="" type="radio"/> YES | NO | Two (2) copies of a 5-year Capital Improvements Report have been submitted to my District Integrating Committee as required in 164-1-31 of the Ohio Administrative Code. |
| <input checked="" type="radio"/> YES | NO | A "status of funds" report per section 4.5 of this application. |
| YES | NO <input checked="" type="radio"/> N/A | A copy of the cooperative agreement (for projects involving more than one subdivision). |
| YES | NO <input checked="" type="radio"/> N/A | Copies of all warrants for those items identified as "pre-paid" in section 4.6 of this application. |

6.0 DISTRICT COMMITTEE CERTIFICATION

The District Integrating Committee for District Number 2 Certifies That:

As the official representative of the District Public Works Integrating Committee, the undersigned hereby certifies: that this application for financial assistance as provided under Chapter 164 of the Ohio Revised Code has been duly selected by the appropriate body of the District Public Works Integrating Committee; that the project's selection was based entirely on an objective, District-oriented set of project evaluation criteria and selection methodology that are fully reflective of and in conformance with Ohio Revised Code Sections 164.05, 164.06, and 164.14, and Chapter 164-1 of the Ohio Administrative Code; and that the amount of financial assistance hereby recommended has been prudently derived in consideration of all other financial resources available to the project. As evidence of the District's due consideration of required project evaluation criteria, the results of this project's ratings under such criteria are attached to this application.

Donald C. Schramm, Chairperson, Dist. 2 Integrating Committee

Certifying Representative (Type Name and Title)

Donald C. Schramm 11/26/90
Signature/Date Signed

TWO YEAR MAINTENANCE EFFORT
LOCAL FUNDING 1988 & 1989

PROJECTS-REHABILITATION & REPAIR

1988 STREETS REHABILITATED

Kinsman Court--Sunland Drive--Teaberry Court--Starcrest
Drive--Romance Lane--Heavenly Lane--Gilcrest Drive--Alvera
Drive--Schroer Avenue--Cassandra Court--Yorkwood Court--Penfield
Lane--Delhill Drive--Windrose Court--Deephaven Drive--Cove
Court--Cookie Lane--Palomino Drive--Palisades Drive--Duebber
Drive--Orangelawn Terrace--Shaker Court--Conina Drive--Stillwater
Drive--Erindale Drive--Ivory Court--Woodhurst Lane--Woodyhill
Drive--Tony Court--Serenade Drive(East)
TOTAL PROJECT COST - \$356,683.04

1989 STREETS REHABILITATED

Blenheim Court--Carefree Court--Gander Drive--Gleneagle
Drive--Hiddenlake Lane--Jonas Drive--Juvene Way--Lullaby
Court--Plover Lane--Scotland Drive--Serben Drive--Serenade
Drive(West)--Starling Court--Springarden Drive--Stokeswood
Court--Tammy Court--Woodlake Drive
TOTAL PROJECT COST - \$191,990.75

FUNDING SOURCE

Funding for these projects were provided by the Township's Road and Bridge Fund which was supported by a 1.9 mill tax levy. In November of 1989 this levy was renewed at a lower rate of 1.5 mills. This 1.5 mill money will be used in the upcoming five years for additional rehabilitation projects. In addition to the money spent in 1989, \$200,000.00 was set aside as the Township's match for the Viewland Subdivision Project. Approval of this project through Issue Two Funding will allow this money to be freed up for more rehabilitation throughout the Township.

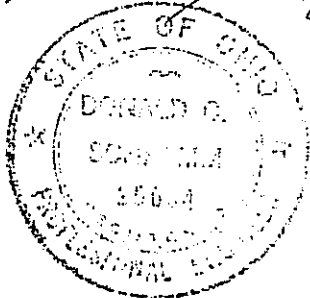
FAYSEL DRIVE RECONSTRUCTION

ITEM	AMOUNT/UNIT	COST PER UNIT	TOTAL
CONCRETE CURB	2400 l.f.	\$ 10.00	\$ 24,000.00
ASPHALT PAVEMENT REMOVAL	2935 s.y.	4.00	11,740.00
SAN. MANHOLES ADJ. TO GRADE	5 ea.	250.00	1,250.00
CATCH BASIN CONST. TO GRADE	2 ea.	435.00	870.00
CURB UNDERDRAIN	2400 l.f.	9.00	21,600.00
EXCAVATION	1000 c.y.	25.00	25,000.00
EMBANKMENT	1000 c.y.	10.00	10,000.00
ROAD FABRIC	2935 s.y.	2.00	5,870.00
ASPHALT CONCRETE SCRATCH COURSE	82 c.y.	60.00	4,920.00
ASPHALT CONCRETE SURFACE COURSE	82 c.y.	60.00	4,920.00
BITUMINOUS BASE ASPHALT CONCRETE	652 c.y.	70.00	45,640.00
TOTAL CONSTRUCTION			155,810.00
CONTINGENCIES			20,000.00
TOTAL			175,810.00

USEFUL LIFE STATEMENT:

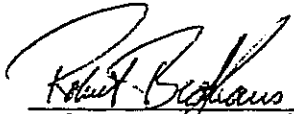
This is to certify upon satisfactory completion of the work, the useful life of Faysel Drive will be at least 20 years.

Donald C. Schumacher

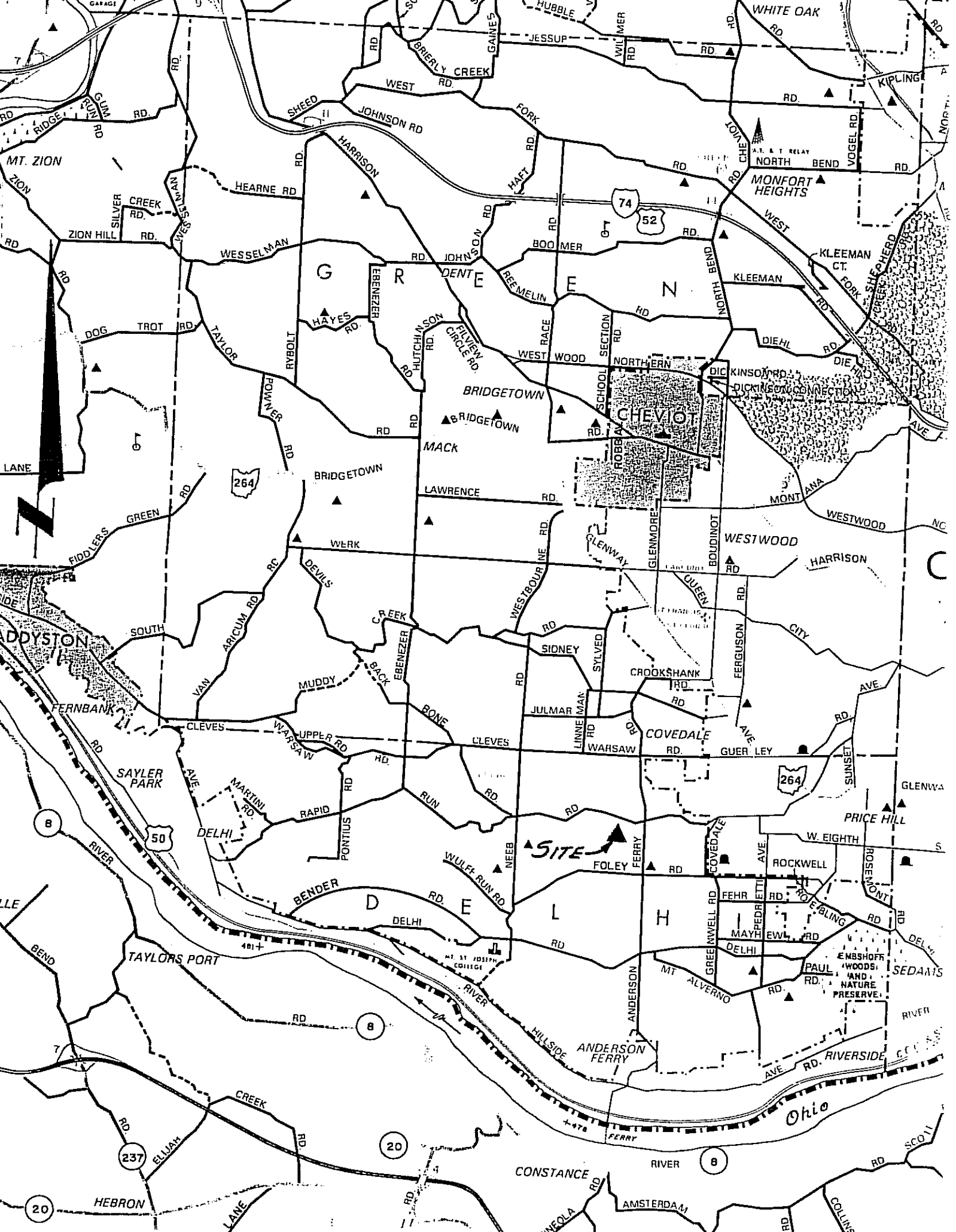


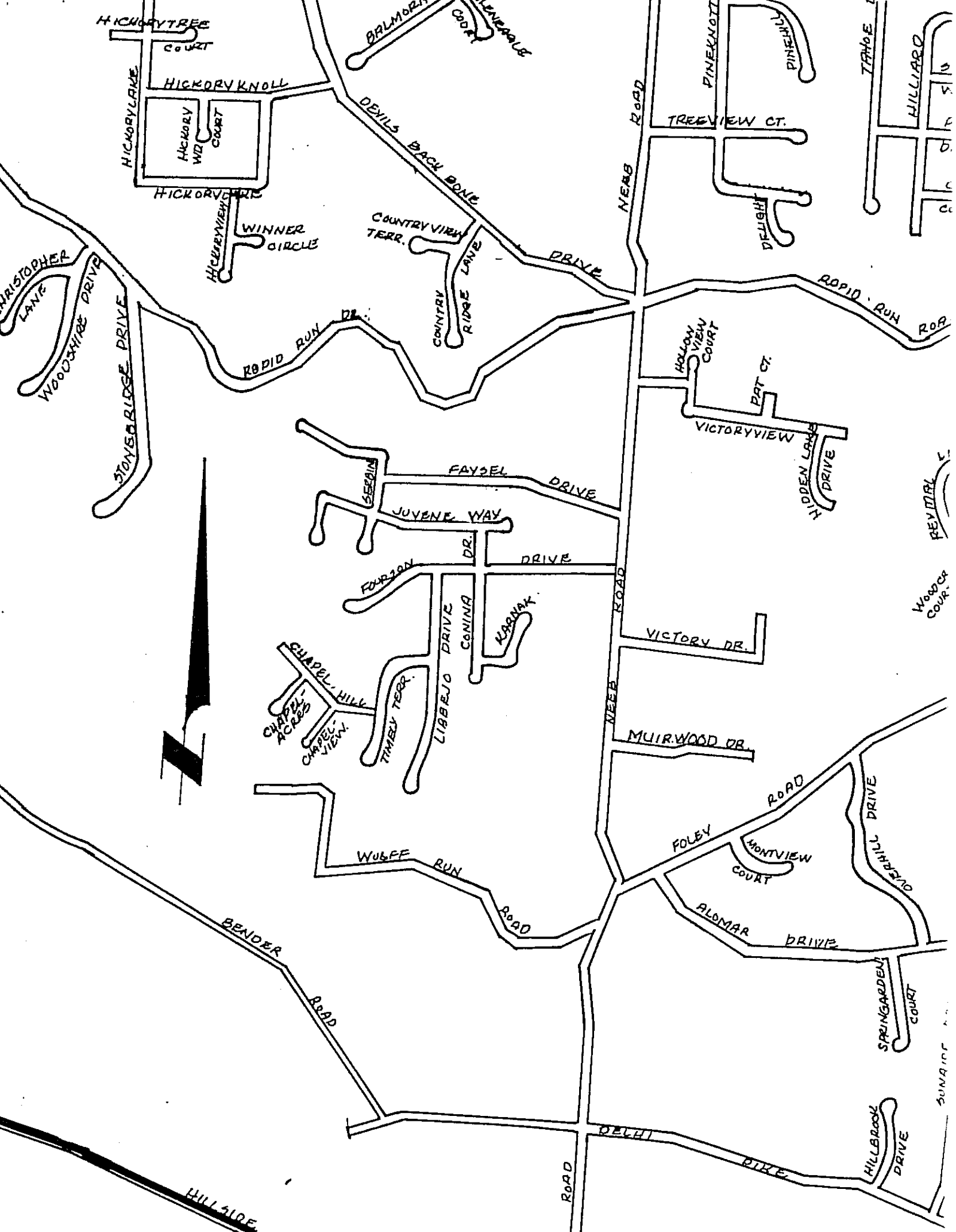
STATUS OF FUNDS

This is to certify that Delhi Township's portion of the funding for the Faysel Drive Reconstruction Project will become available through the Road and Bridge Funds on January 1, 1990 providing successful passage of the 1.5 mill Road and Bridge Tax Levy on the November, 1989 ballot.

A handwritten signature in cursive script, appearing to read "Robert A. Bedinghaus", is written over a horizontal line.

Robert A. Bedinghaus
Delhi Township Clerk







FAYSEL



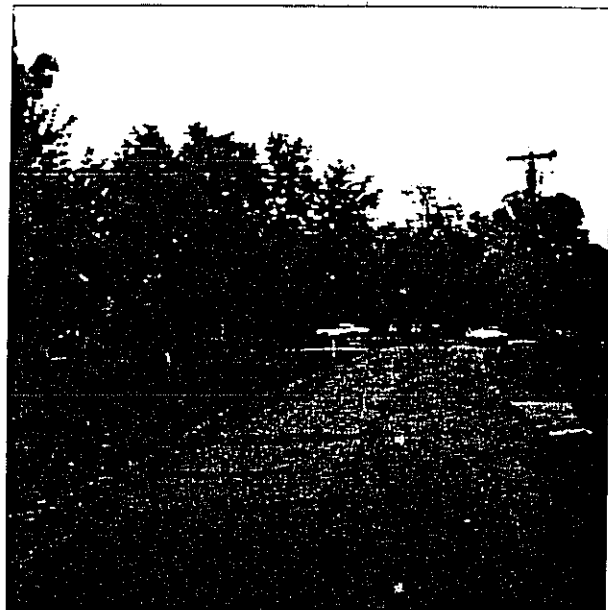
FAYSEL



FAYSEL



FAYSEL



FAYSEL



FAYSEL

APPLICATION YEAR: 1990

STATE OF OHIO

INFRASTRUCTURE BOND PROGRAM

DISTRICT 2, HAMILTON COUNTY

PROJECT APPLICATION

Jurisdiction/Agency: Delhi Township Population (1980): 29,078

Project Title: Faysel Drive Reconstruction

Project Identification and Location: Subdivision in central Delhi Township
from Neeb Road west for approximately 1000 feet.

Type of Project: Rehabilitation ☒ Replace ☐ Betterment* ☐

(Mark more than one box if there are expansion elements such as 2 lane bridge being replaced with a 4 lane bridge)

Explanation of Betterment Elements of Project*: None

Road ☒ Bridge ☐ Flood Control System (Stormwater) ☐

Solid Waste Disposal Facilities ☐ Waste Water Treatment Systems ☐

Storm Water and Sanitary Collection Storage & Treatment Facilities ☐

Water Supply Systems ☐

Detailed Description of Project**: Removal of existing pavement and sub soil
stabilization. Full depth replacement including vertical curbs. Catch basin
repair and placement to relieve current drainage problem.

Type of Issue 2 Funds: District 2 ☒ Small Government ☐

Water/Sewer Rotary ☐ Emergency ☐

* See definition of Betterment attached.

** Attach additional sheets if necessary.

1. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what percentage can be classified as being poor to very poor in condition, adequacy and/or serviceability.

Typical examples are:

Road percentage= $\frac{\text{Miles of road that are poor to very poor}}{\text{Total mileage of road within jurisdiction}}$

Storm percentage= $\frac{\text{Length of storm sewers that are poor to very poor}}{\text{Total length of storm sewer within jurisdiction}}$

Bridge percentage= $\frac{\text{Number of bridges that are poor to very poor}}{\text{Number of bridges within jurisdiction}}$

$2.91/47.95 = 6.06\%$ of roads in poor condition

2. What is the condition of the infrastructure to be replaced or repaired? For bridges, base condition on latest general appraisal and condition rating.

Closed	_____	Fair to poor	_____
Extremely poor	<u>X</u>	Fair	_____
Poor	_____	Good	_____

■ Give a brief statement of the nature of the deficiency of the present facility such as: inadequate load capacity (bridge), surface type and width, structural condition of surface, substandard: berm width, grades, curves, sight distances, drainage structures, sanitary sewers, and water mains. List the age of the infrastructure to be repaired or replaced using one of the following categories: less than 20 years, 20-29 years, 30-39 years, 40-49 years, 50 years or older

Road surface is approximately 40-49 years old, 22 feet wide and 1200 feet long.

Structure is failed and drainage is very poor with standing water in roadway.

Grades and profiles are variable which lends to the problems.

3. If State Issue 2 funds are awarded, how soon (in weeks or months) after completion of the agreement with OPWC would the opening of bids occur?

■ Please indicate the current status of the project development by circling the appropriate answers below.

- a) Has the Consultant been selected?..... Yes ☐ No ☒ N/A
- b) Preliminary development or engineering completed? ☒ Yes ☐ No N/A
- c) Detailed construction plans completed?..... Yes ☐ No ☒ N/A
- d) All right-of-way acquired?..... ☒ Yes ☐ No N/A
- e) Utility coordination completed?..... Yes ☐ No ☒ N/A

Give estimate of time, in weeks or months, to complete any item above not yet completed. A) 2 weeks - C) 6 weeks - E) 6 weeks

4. How will the proposed infrastructure activity impact the general health, welfare, and safety of the service area.

■ Where applicable, comment on the following:

- a) Overall safety, including accident reduction (Accident records should be attached, if available). safety improvement due to improved ride quality including on area where caps bottom out
- b) Emergency vehicle response time (fire, police, & medical) N/A
- c) Other factors (i.e., fire protection, health hazards, etc.) N/A
- d) Additional User Costs - The additional distance and time for the users to travel a detour or an alternate route N/A
- e) When project is completed, how will it impact adjacent businesses? One business on roadway (auto body shop) - will not affect

5. Are matching funds available? (i.e. Federal, State, MRF, Local, etc.)

To what extent of anticipated construction cost?

■ List the type and amount of funds being supplied by the local agency. This amount may be from local, Federal, State, Municipal Road Fund (MRF), or other sources. Explain additional funding through other sources being applied for or received for the project. Also, explain any need to accumulate funds for construction at a later date. Complete LOCAL FUNDING SOURCES on Page 6.

■ The local agency shall supply a minimum of 10% of the anticipated construction cost. Additionally, the local agency shall pay for all costs of engineering, inspection of construction, right-of way, and the betterment portion of the project. Complete ESTIMATED COST OF PROJECT, on Page 6.

6. Has any formal action by a federal, state, or local government agency resulted in a partial ban or complete ban of the use or expansion of use for the involved infrastructure?

■ Are there any roads or streets within the proposed project limits that have weight limits (partial ban) or truck restrictions (complete ban)? Have any bridges had weight limits imposed on them (partial ban) or truck prohibitions (complete ban)? Have the issuance of new Building permits been limited (partial ban) or halted (complete ban) because the existing storm/sanitary sewer or water supply system in a particular area is inadequate? Document with specific information explaining what type of ban currently exists and the agency that imposed the ban. N/A

7. What is the total number of existing users that will benefit as a result of the proposed project? Use appropriate criteria such as households, traffic counts, ridership figures for public transit, daily users, etc., and equate to an equal measurement of users.

■ For roads and bridges, multiply current documented Average Daily Traffic by 1.2 occupants per car (I.T.E. estimated conversion factor) to determine users per day. Ridership figures for public transit must be documented. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by four (4) to determine the approximate number of users per day.

985 vehicles per day x 1.2 = 1182 ADT

8. The applicant has conducted a study of its existing capital improvements and their condition. A five year overall Capital Improvement Plan (that shall be updated annually) is attached or on file with the District 2 Integrating Committee for the current year or shall be submitted by March 31 of the program year. The Plan shall include the following:

- a) An inventory of existing capital improvements, including their condition,
- b) A plan that details capital improvements needs during the next five years and,
- c) A list of the political subdivision's priorities in addressing these needs.

The attached Form 1 shall be completed for those projects which are being submitted for Issue 2 funds.

9. Is the infrastructure to be improved part of a facility that has regional significance? (Number of jurisdictions served, size of service area, trip lengths or lengths of route, functional classification) Abuts Delhi Township maintained right-of-way to the
west and Hamilton County right-of-way to the east. There are 32 tracts of land
served by the street which is one of two points of access to one of the larger
subdivisions in the Township.

11. ESTIMATED COST OF PROJECT

<u>ACTIVITY</u>	<u>ISSUE 2 FUNDS</u>	<u>LOCAL FUNDS</u>
Planning, Design, Engineering	(100% Local)	\$ <u>29,100.00</u>
Right-Of-Way/Real Property	(100% Local)	\$ _____
Inspection of Construction	(100% Local)	\$ _____
Construction and Contingencies	\$ <u>158,110.00</u>	\$ <u>17,700.00</u>
Betterment Portion	(100% Local)	\$ _____
Subtotal	\$ <u>158,110.00</u>	\$ <u>46,800.00</u> **
Grand Total (Issue 2 Funds Plus Local Funds).....	\$	<u>204,910.00</u>

LOCAL FUNDING SOURCES

Municipal Road Fund (MRF)	\$ _____
State Fuel & License Funds	\$ _____
Local Road Taxes	\$ <u>46,800.00</u>
Local Bond or Operating Funds	\$ _____
Misc. Funds (Specify) _____	\$ _____
Total Local Funds	\$ <u>46,800.00</u> **

** These numbers must be identical

CAPITAL IMPROVEMENT PLAN

LOCAL ABILITY TO PAY

A. Previous Capital Budget For Infrastructure Projects*

Budget is based on expenditures or appropriations?* (Circle one)

Funding (in thousands of dollars)	% of TOTAL <u>expenditures/</u> appropriations	% of TOTAL Capital budget USED FOR INFRASTRUCTURE REPAIR/REPLACEMENT
1986 \$ 337,084.85	11.9 %	100 %
1987 \$ 360,457.26	9.0 %	100 %
1988 \$ 362,315.94	9.5 %	100 %
1989 \$ 276,362.17 (est.)	6.4 %	56.9 %

B. Projected Capital Budget For Infrastructure Projects*

Budget is based on expenditures or appropriations?* (Circle one)

Funding (in thousands of dollars)	% of TOTAL <u>expenditures/</u> appropriations	% of TOTAL Capital budget USED FOR INFRASTRUCTURE REPAIR/REPLACEMENT
1990 \$ 1,030,000	23.4 %	181 %
1991 \$ 330,000	7.3 %	100 %
1992 \$ 330,000	7.2 %	100 %

* Use only funds expended or appropriated for construction CONTRACTS.

Briefly explain any significant Reduction (10% or more) in projected expenditures or appropriations for 1989-92 as compared to actual expenditures or appropriations for previous years. (It is the intent of Issue 2 to SUPPLEMENT local capital funds, not REPLACE them.) Reduction in

1991 due to 1990's inclusion of pre-approved contracts in community development (400,000) and Issue 2 (260,000), and a Reconstruction contract (40,000) which did not get out in time for the 1989 construction project.

Does the jurisdiction utilize any of the following methods for funding sources? (circle answer)

Local income tax.....	Yes	<input checked="" type="radio"/> No
Permissive license plate fee.....	<input checked="" type="radio"/> Yes	No
Bridge and road levies.....	<input checked="" type="radio"/> Yes	No
Tax increment financing and/or..... capital improvement bond issues	Yes	<input checked="" type="radio"/> No
Direct user fees.....	Yes	<input checked="" type="radio"/> No
Permit fees and fines.....	Yes	<input checked="" type="radio"/> No

13.) AUTHORIZATION

The applicant hereby affirms that local funds will be provided if this project is selected.

Note: Attach with application
any photographs, reports, plans or
other available data on the
project.

934 Neeb Road, Cincinnati, OH 45233
Address

(513) 922-3111
Phone (Work)

Carol A Espelage
Signature

Carol A. Espelage
Name

President, Board of Trustees
Position

Delhi Township
Local Jurisdiction/Agency

DISTRICT 2
PROPOSED 5 YEAR CAPITAL IMPROVEMENT PROGRAM
(ISSUE 2 FUNDS ONLY)

Delhi Township

NAME OF JURISDICTION/AGENCY

Del

IDENTIFICATION CODE (See attachment 5)

TYPE PROJECT

1. BRIDGE

F.O.-FUNCTIONALLY OBSOLETE

S.D.-STRUCTURALLY DEFICIENT

2. ROADWAY

3. STORM WATER

4. WASTE WATER

5. WATER SUPPLY

6. SOLID WASTE DISPOSAL

7. FLOOD CONTROL

TYPE PROJECT
(SUFFIX)

A - REHABILITATION

B - REPLACEMENT

C - BETTERMENT

PROJ. PRIORITY NO. (FOR STAFF USE)	PROJECT NAME	TYPE PROJ	PROJECT LOCATION, LIMITS OR BRIDGE NO.	CURRENT CONDITION (FOR BRIDGES USE F.O. OR S.D)	DAILY USERS (DAILY TRAFFIC X 1.2)	TOTAL PROJECT COST INCLUDING P.E. AND R/W	ESTIMATED CONST. COST	IS CONST. FUNDED IN OVERALL 5 YEAR CAPITAL IMPROVEM'T	CAN PROJ. AMOUNT OF BE BID EARLIER FUNDS NEEDED AS % OF
FUNDING YEAR 1990									
1	Viewland Subdivision Reconstruction	2A	Viewland Subdivision and Burhen Drive	Poor	3571	450,000	397,555	Yes	Yes
2	Fourson Drive Re- construction	2A	Neeb Road West For 1200 Feet	Poor	1182	200,000	170,900	Yes	Yes
FUNDING YEAR 1991									
1	Judy Drive Reconstruction	2A	Foley Rd. South to End	Poor	342	100,000	91,120	Yes	Yes
FUNDING YEAR 1992									
1	Orchardview Drive Re- construction	2A	Foley Road South to Shadyawn	Poor	2076	150,000	139,410	Yes	Yes
FUNDING YEAR 1993									
1	Phle Drive Reconstruction	2A	Mt. Alverno South to End	Poor	341	200,000	179,970	Yes	Yes
FUNDING YEAR 1994									
1	Glen Oaks Reconstruction	2A	Delhi Pike South to Mt. Alverno	Poor	2551	125,000	102,080	Yes	Yes

FIVE YEAR PLAN FOR USE OF OHIO INFRASTRUCTURE BOND MONIES

PURPOSE

The purpose of this document is to establish a plan for monies obtained through Ohio's Infrastructure Bond sale and to address needs, costs, completion time frames and income streams. It is also designed to establish a priority listing of infrastructure needs and projects.

INVENTORY

Delhi Township has a road network which includes forty seven and ninety five hundreths (47.95) miles of road surface and the ensuing right of way. It also maintains an administration/police building, two (2) maintenance garages, two (2) fire stations, a senior citizens center, a historical landmark and a cemetery. Additionally, it maintains thirteen hundred and thirty three (1333) catch basins and many miles of storm sewer pipes, as well as seven (7) storm water culverts.

CURRENT CONDITION

The Township has been utilizing a 1.9 mill Road and Bridge levy since 1985 to repair and maintain its' road network. This levy translates into approximately \$400,000.00 per year. This levy expires after 1989 and the Township Trustees have placed a 1.5 mill replacement levy on the November 1989 ballot. Since this is the first time that the Township has had money with which to repair its' road network, the levy money has been used to repair as many roads as possible but has not had the opportunity to deal with total "reconstruction" projects. Issue 2 funding could help greatly with these reconstruction costs.

Furthermore, in 1987, the Hamilton County Public Works Department changed their regulations to make townships within the county responsible for certain aspects of storm water drainage. This is a new experience for the Township and consequently many new problems exist as a result of this change. Currently, the Township does not have the equipment, manpower or funds to maintain these storm sewer systems. Furthermore, the County does not have a master plan showing the location or depths of these systems.

PRIORITIES

The first priority for this funding would be for road reconstruction on all streets within the Township, which, due

to the extensive nature of the work needed, the Township has not been able to accomplish. These roads are in need of complete reconstruction including new drainage systems. They are listed below with an approximate amount of cost.

<u>STREET</u>	<u>APPROXIMATE COST</u>
1) Samoht Ridge	\$ 157,000.00
2) Leath Road	\$ 149,000.00
3) Viewland Drive	\$ 100,000.00
4) Burhen Drive	\$ 53,000.00
5) Faysel Drive	\$ 200,000.00
6) Orchardview Lane	\$ 150,000.00
7) Elm Street	\$ 51,000.00
8) Plum Street	\$ 50,000.00
9) Victory Drive	\$ 90,000.00
10) Judy Lane	\$ 100,000.00
11) Ihle Drive	\$ 200,000.00
12) Virgil Drive	\$ 25,000.00
13) South Delridge Drive	\$ 29,000.00
14) Felicia Drive	\$ 23,000.00
15) Maple Drive	\$ 38,000.00
16) Muirwood Drive	\$ 112,000.00
17) GlenOaks Drive	\$ 125,000.00
18) Mapleton Drive	\$ 137,000.00
Grand Total	\$1,789,000.00

Additionally, this type of funding could be used to reconstruct damaged storm sewer systems which are now the responsibility of Delhi Township to maintain. Due to the lack of records available, lack of visibility of these systems and the Township's lack of experience in this type of repair, it is virtually impossible to estimate a cost factor at this time.

However, there are many areas where the original developer was allowed to run street storm water drainage via storm drainage pipes to the rear yards of the development consequently causing erosion problems throughout the township. Listed below are some of those areas and the approximate cost to enclose these systems.

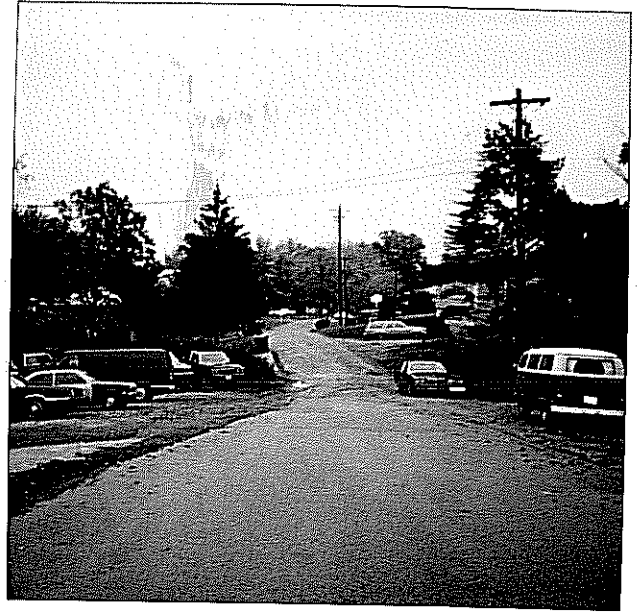
<u>SUBDIVISION</u>	<u>LOTS</u>	<u>COST</u>
FOLEY FOREST	43-45-46-58-59	5,200.00
EILEEN GARDENS	21-22-23-24-16-17-27-28	7,520.00
AREA SERVICE(#2)	20-21	2,170.00
MT. ALVERNO	218-219-220	3,500.00
	245-246-247	5,420.00
CANDLERIDGE	22-23	1,870.00
DELHIVIEW	19-20	2,030.00
GRAND TOTAL		27,710.00

DEPARTMENTAL OVERVIEW

The Township will continue to repair and rehabilitate as well as handling routine maintenance (crack sealing, surface treatment, etc.) on its road network through in-house personnel and outside contracts through approved levies and other road funds. Issue 2 funding, as stated previously, is intended to be used first for reconstruction contracts and secondly for storm drainage erosion restitution.



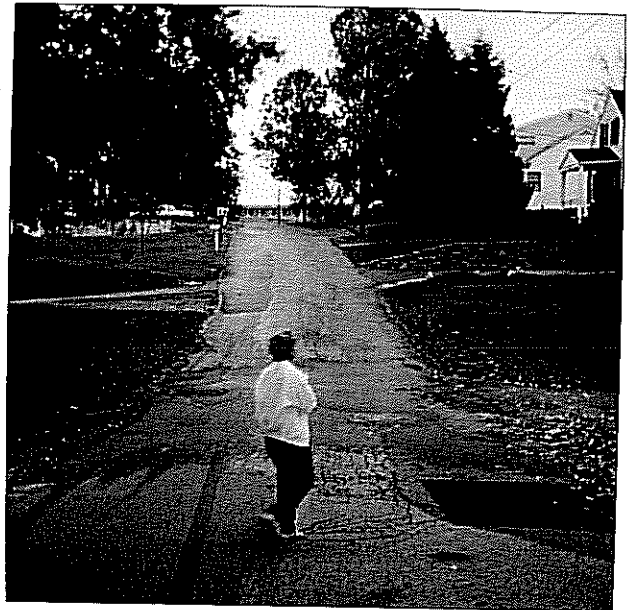
FAYSEL



FAYSEL



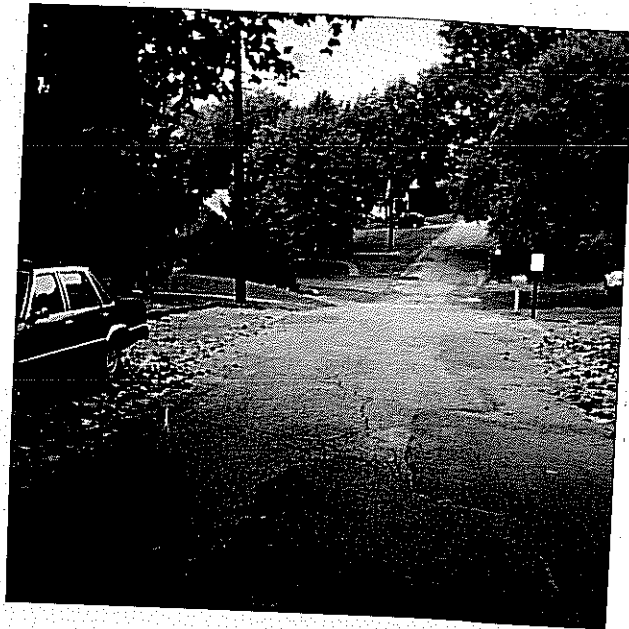
FAYSEL



FAYSEL



FAYSEL



FAYSEL

NOTE THAT THIS FORM IS BEING OFFERED FOR
APPLYING JURISDICTION/AGENCIES: INFORMATION PURPOSES ONLY. IT WILL BE
FILLED OUT BY THE SUPPORT STAFF, BASED ON
INFORMATION SUPPLIED ON APPLICATION FORMS.

OHIO'S INFRASTRUCTURE BOND PROGRAM (ISSUE #2)

DISTRICT 2 - HAMILTON COUNTY

1990 PROJECT SELECTION CRITERIA

CHECK R/W W/ BASS

JURISDICTION/AGENCY: DELHI TOWNSHIP

PROJECT IDENTIFICATION: DEL 9002-2BC

FAYSEL DRIVE IMPROVEMENT -

NEED ROAD TO 1000' WEST, JUST EAST OF SEARING

PROPOSED FUNDING:

90% ^{ISSUE 2} LOCAL, 10% LOCAL

ELIGIBLE CATEGORY:

ISSUE 2 & LTIP

POINTS

10

1. Type of Project

- 10 points - Bridge, road, storm water.
- 3 points - All other type projects.

5

2. If Issue 2 Funds are awarded, how soon after the agreement with OPWC is completed would bids occur?

- 10 points - Will be let in 1990
- 5 points - Likely to be let in 1990
- 0 points - Not likely to be let in 1990

THEY SAY
5/1/90

- 8 3. What is the condition and/or serviceability of the infrastructure to be replaced or repaired. For bridges, base condition on latest general appraisal and condition rating.

10 points - Closed
8 points - Extremely Poor
6 points - Poor
4 points - Fair to Poor
2 points - Fair
0 points - Good

- 2 4. Of the total infrastructure within the jurisdiction which is similar to the infrastructure of this project, what portion can be classified as being in poor to very poor in condition, and/or inadequate in service.

10 points - 50% and over
8 points - 40% and over
6 points - 30% and over
4 points - 20% and over
2 points - 10% and over

- 4 5. How important is the project to the health, welfare and safety of the public and the citizens of the district and/or the service area?
DRAINAGE
HAZARDOUS
PROFILE

10 points - Significant importance
8 points -
6 points - Moderate importance
4 points -
2 points - Minimal importance

- 10 6. What is the overall economic health of the jurisdiction?

10 20 points - Poor
8 16 points -
6 12 points - Fair
4 8 points -
2 4 points - Excellent

- 2 7. Are matching funds for this project available? (i.e., Federal, State, MRF, Local, etc.). To what extent of estimated construction cost?

10 points - More than 50%
8 points - 40-50% and over
6 points - 30-49% and over
4 points - 20-29% and over
2 points - 10-19% and over

- 0 8. Has any formal action by a Federal, State or local governmental agency resulted in a partial or complete ban of the use or expansion of use for the involved infrastructure? This includes reduced weight limits on bridges.

10 points - Complete ban
5 points - Partial ban
0 points - No action

- / 9. What is the total number of existing users that will benefit as a result of the proposed project. Use appropriate criteria such as households, traffic count, public transit, daily users, etc. and equate to an equal measurement of persons.

5 points - Over 10,000
4 points - Over 7,500 to 9,999
3 points - Over 5,000 to 7,499
2 points - Over 2,500 to 4,999
1 points - Under 2,449

- / 10. Does the infrastructure have regional impact? (May consider size of service area, trip length or total length of route, number of jurisdictions, functional classification, etc.)

5 points - Major impact
4 points -
3 points - Moderate impact
2 points -
1 points - Minimal impact

43 TOTAL POINTS

TEAM 2 - CLINE & CAUBLE
Reviewer Names

11/21/89
Date